



# News Letter

## COMMANDER'S COMMENTS

Well, the year 2005 is history, it's in the past and we can't go back and change anything. If anything I hope all of us have learned something from it. Confucius say, "Those who don't learn from history are destined to repeat it".

First off, I'd like to thank all the members and guests that attended the informal Christmas party. I hope that



everyone there had as much fun and enjoyed the fellowship that we had together as I did. I'm looking forward to doing it again next year.

Now regarding 2005, I have some observations I'd like to share with you.

We still have that consistent core group of seniors participating in the meetings. I would like to personally thank all the seniors for their participation, assistance and guidance over the last year. Your willingness to step in and help out makes my job as commander so much easier.

While there still are several members that we've not seen in a while, they continue to support the squadron and the Civil Air Patrol.

We have been able to stay fairly stable in our membership. A couple of members have left the squadron but it was a decision based on personnel and/or business needs.

We've added more structure to the program, by planning the meetings a couple of weeks in advance. We're doing a better job by publishing the newsletter on a regular basis, getting the meeting schedule and the meeting minutes published in a timely fashion

Now, as we look forward to calendar year 2006, we will probably see more changes and challenges in the future.

For example, I read an article on the web that leads me to believe that the "Coasties" are coming ashore. The way I understood the article the US Coast Guard Auxiliary are looking at starting SAR/DR and Ground Search units for land based missions, if this will have any impact on CAP SAR/DR efforts I have no idea.

In 2006, I have a couple of personal goals for the squadron, I'll be looking for suggestions from all the senior members on how to grow the active membership of the squadron; and what activities the membership would be interested in participating in other than the normal meetings, a couple of suggestions were a trip to Save A Connie, or the COSMOSPHERE

As we travel through the year 2006, I look forward to your active participation and continued support of this Unit, the Kansas Wing, and CAP in the upcoming year.

David E. Deucher, Captain, CAP

Shawnee Mission Composite Squadron Commander

**CITIZEN SOLDIER**

*(Editors Note: This section of the newsletter has been set aside to keep the membership updated on Captain McPeak while he's overseas. It will be written using the email information people receive from him. It will be presented in a journal format - CWO Bart McPeak is a CAP Senior Member with the Shawnee Mission Composite Sqdn now on deployment with U.S. Army Reserve B Company, 7/158 AVN REGT, Task Force Quake in Pakistan. His Chinook unit is based at New Century AirCenter.)*



Capt. McPeak in Bagram, Afghanistan

**15 Dec 2005**

Hi Bart,

Well you missed the first KC snow, the forecast was a dusting, then 1-2 inches, I think I had close to 6 inches in my yard.... go figure, One thing about the weatherman's job, you can be wrong 50% of the time and still draw a paycheck.....

So, how are you doing, I hope things are going as well as they can be. Dave

**16 Dec 2006**

Guess what I received in the mail today ... a welcome surprise package from CAP!!!!!!

Thank everyone so much. I will have to write a thank you note and a update on what we are doing that you can forward to the guys.

No snow here in Qasim but they have a little up in the mountains. Bart

**25 Dec 2005**

Bart,

Well it Christmas Eve here and it's raining and cold, they are calling for snow but we'll see. I just wanted to take a moment to wish you and your family a Merry Christmas. Dave

**25-Dec-2005**

Merry Christmas to you also.

We received mail again today ... on Christmas Day. The troops are excited once again. They get mail and a great Christmas Day dinner this evening.

If you get a chance on Christmas Day afternoon, call Lisa and wish her and the girls a Merry Christmas.

**28 Dec 2005**

Bart,

Thanks. Wow mail on Christmas, you must be leading the good life..... I'll bet it was a nice surprise. I do have a question about Christmas dinner, was the food seasoned in curry? Just kidding..... I did call your wife Christmas Day afternoon and wished her and the kids a happy holiday season. She told me that the girls were outside playing as it was actually fairly nice here Christmas day. We had a nice chat for a few minutes before hanging up. Dave

**30-Dec-2005**

Thank you for calling.

The sheets I received on Christmas Day our great! I stuffed my sleeping bag back into its container for use another day. I am leading the good life now!

**01-Jan-2006**

Happy New Year Everyone,

There was nothing special planned for New Years Eve. The mess sergeant on his own ensured we had another special meal. It was not as robust as the Thanksgiving Day or Christmas Day meal, but lamb chops, steak and shrimp as the main course is fine by me. They still had rice and curry, but I do not believe many people helped themselves to them.

I slept in today (New Years Day). The morning pilot brief was moved forward to 08:00 instead of the normal 05:30. It looks like we might have our first weather day. A frontal system moved in yesterday. It started raining last night and was not

expected to be flyable until later in the morning if at all today. Best wishes for everyone for 2006.

Bart

P.S. Its time to finalize those New Year's resolutions!

**13 Jan 2006**

Greetings,

Wait, that's what they say on a draft notice, so forget that.... Let's say howdy!!

So, how are you doing, looks like you guys had a good holiday meal and while it's not flyable, a quiet day after that....

Dave

**13-Jan-2005**

On Wednesday and Thursday of this week there were no loads to move. It was a holiday here called Eid. Things are going well. I wrote a little to send out to everyone ... but its on my memory stick.

**Pakistan Update**

**January 14, 2006**

I have been in Pakistan just over two months since my arrival on Veterans' Day. There have been a few changes during that time as one might expect. The most welcome change has been the improved quality of meals served to the troops. Not to say that it is perfect, there are still people getting sick and having the runs, but it is a real improvement.

We would have been much better off to bringing our kitchen instead of contracting out. The reason the food is better is our cooks are teaching the Pakistanis how to make things that we like. They are also preparing some of the entrées. No one is complaining about our cooks because they are the reason our meals are so much better than they were.

Initially there were soldiers and aircraft from two active duty units that were deployed here while our unit was en route. They have since returned to their respective units. Most of them in time to spend the Christmas holiday with their families. With a few exceptions, we only have an Australian unit and our company here now. We have 12 CH-47 helicopters and 4 S-70 Australian Blackhawk helicopters operating in Pakistan. The US ambassador to Pakistan said we would be here until March 31 unless the Pakistan government requested we stay longer

(data published). Our living conditions have improved also. All the military personnel live in a new large aircraft hanger. Inside the hanger we have tents lined up in rows and columns. Inside the tents are bunk beds.

We maintain all of our personal and military issued stuff in and around our bunks. When the other units moved out, we were able to spread out a bit. The number of tents set up inside the hanger remained the same but the number per tent went down thus making it more comfortable living conditions within the tent.

Each tent now has a heater hooked up to it. This is a good thing because the inside of the hanger is the same temperature as the outside air temperature. The temperatures drop quickly in the evening down to their low in the early morning hours.

The bathroom facilities are outside so when you have to visit them you have to dress warm.

Speaking of dress, there are no civilian clothes authorized. The PT uniform is authorized. So to relax or going to and from the bathroom facilities you can wear the physical training uniform which includes tennis shoes instead of boots.

The humanitarian aid mission is still the same but the way we transport the supplies has changed. Instead of hauling the supplies internally, they are being carried in nets under the helicopter. This is commonly referred to as a sling load. The most effect use of Chinook helicopters is to haul stuff externally. It saves shutting down to load and unload the aircraft. We did not have the nets to do sling load operations initially. The supplies have varied during the operation. We hauled thousands of tents, blankets, and cold weather clothing in the first few week of the relief effort. Lately it is bags of flower, rice, cooking oil, canned foods, medical supplies and corrugated metal sheets used for roofing.

The last time the PX was here was December 2nd. They arrived January 4 with retail products and a couple of cashiers to do it again. Our troops set up an area and roped it off and presto! we have a PX. Well for about 4 hours. The next day we loaded up all there consumer goods and the PX guys in one of our helicopters and flew them to the next place in Pakistan where they were going to set up a



temporary PX. We have the largest number of troops on the ground here so we were their first and last stop before going back to Afghanistan.

The Army postal system workers set up in the hanger about once a week for outgoing mail. There is an outgoing mail box for letters that soldiers can drop off anytime and it is free. All we have to do is write FREE in the upper right hand corner of the envelope where the 37 cent stamp would normally go. In order to mail something else other than letter size, you have to wait until the mail people set up shop. The mail people are Army soldiers with the job of handling the mail. The price soldiers pay to send packages is the same as if they were located in the United States. The exceptions are mailing correspondence media like a CD with pictures or a voice recording cassette tape that you are sending to family or friends and mail that stays in the military postal system. Boxes and tape are normally provided but not always. Everything mailed is inspected by the postal workers prior to sealing up the package.

We receive mail on a very irregular schedule based on when aircraft fly in and if they have space available for mail. It seemed there was a special attempt to get mail here near the holidays.

We are still confined to a very small footprint on Qasim Air base which includes the hanger we live in, the flight line, some operations offices and the flight line in between.

One might ask what the soldiers do in their spare time. We have a movie tent where you can watch DVDs that you provide and many people have very large collections. There is a tent wired to get AFN (Armed Forces Network) to get sports channels. We might even have a Super Bowl party if there is enough interest. There is a computer trailer that now has 10 computers in it with internet service. There were only a few computers to start with. There is an exercise tent with some weight lifting stuff in it. We are allowed to go to the Tea Bar at the base of the airport control tower. It is not really a bar there is no alcohol served. Only tea, coffee and a few snack items are sold in the Tea Bar.

The most popular thing to do in ones spare time is to watch movies on their own computers, DVD players or in the common movie tent. The second most popular is playing video games. One of the

popular ones is the PSP (Play Station portable.) The third is probably checking email. I am usually too busy to do anything but check email. I did watch my first movie on January 9th. I hope to watch more.

If anyone is wondering what keeps Bart busy, I ended up working as the S-2 in the task force operations center. My responsibilities as the Intelligence officer include threat, force protection, and sensitive items accountability. It is not merely functioning as the S-2 that keeps me so busy; it is that I still have my normal responsibilities within our unit. Regardless I am happy as can be because I still get to fly and have flown over 100 hours thus far.

Some statistics: Helicopter operations began on October 10th. As of January 4th (86 days), US helicopters have flown more than 3,044 sorties, carried more than 14,399 passengers, evacuated 3,716 injured and delivered more than 148, 820,000 pounds of aid. The numbers are greater now but you can see the magnitude of the numbers (statistics published).

The first day after the first major winter storm (January 1-3) in the earthquake-hit areas, our unit resumed flight operations, setting a one-day record for the total amount of food delivered by the US government in Pakistan. The new record was 125 tons of humanitarian assistance delivered to aid distribution points.

I have received a few packages in the mail and all of them were greatly appreciated. I still have a few thank you emails to write for your thoughtfulness.

**23 Jan 2006** *(ed. note: sent to NCCS)*

I did receive the Christmas gift package from the New Century Sqdn. It took a while to get here like the rest of the incoming mail. The shortest time for me was 7 days from the post marked date and it was recently. The longest time was over a month. I greatly appreciated the contents of the package. Please thank everyone for me at your next meeting.

I will try to send you some pics if you want to show them. Do you still have meetings on Tuesday evening? The update below is something I wrote a few days ago (ed. Note: the update mention was received by me on 14-Jan). There is not much that has changed since then other than we did send an advance party to Afghanistan. Bart

Those of you wishing to contact Capt. McPeak directly can reach him at this email address :

Barton.McPeak@us.army.mil

## FINANCE UPDATE

After reviewing the financial records, I have noticed that some members have not paid their unit dues for the year of 2006. If you have already sent your dues, please disregard this reminder. Senior dues are: \$50.00 annually.

As I mentioned previously, this money is used to support the unit for such needs as office supplies and other miscellaneous items to support the unit. If you have not sent in your check as of this date, please send it as soon as possible. Your support is greatly appreciated. If you have any questions or concerns, please email me at: garysummerskill@yahoo.com.

Address:

Shawnee Mission KS029

P. O. Box 56

Shawnee Mission, Kansas 66201-0056

## MEDICAL UPDATE

### Cold Weather Injuries

We are well into the winter season now and this places us at an increase risk for injuries related to the cold weather. Although people of all ages are susceptible to these problems, the very young and very old are the most at risk and need to be monitored very closely. Exposure to cold weather can result in injury to the body as a whole or to individual body parts.

Hypothermia is defined as the generalized progressive cooling of the body. Normal body temperature is 98.6 degrees F and must be maintained in a very narrow range for survival. Hypothermia occurs when the body's temperature regulating system is overcome by environment conditions and fails to maintain the proper temperature. The symptoms of hypothermia are mild at first becoming more severe as the core temperature (vital organs) decreases. Shivering is the first symptom followed by a cessation of the

shivering, mental deterioration, decreased vital signs and eventually death. The treatment for hypothermia is to move the victim to a warm location, keep warm and call 911 as full rewarming needs to be in a controlled environment (health care facility).

Most cold injuries are localized to exposed body parts. These types of injuries include frostnip, immersion foot and frostbite. Frostnip, also referred to as chilblains, occurs with prolonged exposure to the cold without freezing of the skin or deeper tissues. The affected area appears pale, with little or no pain and the victim is usually not aware of the injury. The treatment involves moving the victim to a warmer site and rewarming the affected area. Immersion foot, also referred to as trench foot, results from prolonged exposure of the feet to cold water. The skin appears pale, wrinkled and cold to the touch and the treatment is to move to a dry, warm area, dry and rewarm the skin, and change to dry shoes and socks. Frostbite is the most severe of the local cold injuries. This is the actual freezing of the exposed skin and deeper tissues after prolonged exposure. Affected areas appear hard and cold to the touch and the color varies from white, yellow-white or blue-white. The treatment involves removing the victim from further exposure, protect the affected area and evaluate the general physical status of the victim. Rewarming of the injured area should be under controlled conditions (health care facility) if possible; however, a warm water bath (100 - 112 degrees F) can be used if necessary. Never rewarm the frostbite area if there is a danger of refreezing.

With the onset of winter, each of us needs to be on the guard against these injuries when we are going about our daily activities. We also need to be observant of others to provide assistance if needed. However, the best treatment is to prevent the injuries in the first place. These injuries can be prevented by keeping the amount of exposed skin to a minimum, wearing loose, layered clothing rather than tight fitting clothes, keep yourself healthy, be well rested and have extra clothing available for changing. Winter activities can be fun but you must be cautious to avoid cold weather injuries.

**HISTORIAN UPDATE****BLUE ANGELS**

After a few years away, the Blue Angels will appear at this year's Kansas City Aviation Expo & Air show.

The Angels are a Navy precision flight team. The last time they performed at the Kansas City air show was in 2001.

The show will be held the 16th and 17th of September 2006 at Wheeler Downtown Airport. The Blue Angels will be joined by the Golden Knights, an Army parachute team.

**COMMUNICATIONS UPDATE**

For those of you that missed the last squadron meeting, you missed a presentation on the operation of the Inter Squad Radios (ISQ). This presentation covered everything from installing the batteries to the actual controls and usage of the radios. This training will be used in a future communications class where attendees will have the chance to practice proper radio procedures.

**TRANSPORTATION UPDATE**

Just so everyone knows the CAP van assigned to the squadron is currently located in Independence Kansas being used as transportation by other CAP members when they fly into the airport to receive training on the new panel in the CAP C-182 aircraft.

**SAFETY UPDATE**

There is nothing nicer than a warm, toasty fire on a cold winter's day. For everyone's safety please follow these rules when using your fireplace:

Open the damper before lighting the fire and keep it open until the ashes are cool to the touch.

Never use gasoline, charcoal lighter or other fuel to light or re-light a fire.

Don't use coal or charcoal in a fireplace because it can cause carbon monoxide buildup.

Don't stuff scrap paper, gift wrappings or Christmas tree cuttings into the fireplace.

Always use a screen around the fireplace to keep sparks contained.

To extinguish flames in an emergency, use sand, a chemical fire extinguisher, and turn off the gas.

**Future Safety Presentations**

Anyone having a topic they would like to see presented as a safety presentation, please contact Captain Thomas at [matt@rogerdodger.net](mailto:matt@rogerdodger.net)

**PERSONNEL UPDATE**

As many of you are aware, we are just completing a major campaign to allow members who recently let their membership lapse to re-join Civil Air Patrol.

We have found that a major deterrent to former members coming back into the program is the requirement to complete a new fingerprint card.

The regulation currently states that a late renewal must be accompanied by a new fingerprint card if an individual's membership has lapsed for more than 90 days.

Effective immediately, General Pineda has extended this time period to 180 days. This letter will be posted on the website and included with the all unit mail-out from National Headquarters the first part of February

**SUPPLY UPDATE**

Col. Tim Hansen of the Flint Hills Squadron has had success with removing patches and the glue that is left behind on the BDU uniform below is the information he provided.

I have found success in the R & R of an old patch on the right shoulder and the placement of the reversed American flag in its place.

My seamstress was able to remove the old patch and place the flag in its place. HOWEVER, there was a sticky residue left which the flag didn't cover.

I used a product called "De-Solv-it" which along with some careful scraping with the edge of a sharp knife (go carefully or you'll go through the material), my fingernails, and some good ol' elbow grease...the 'sticky stuff' came off. Just keep soaking the area (with De-Solv-it) and scraping...eventually I was able to remove the sticky stuff.

When I washed the BDU's, there is still a faint outline of the old patch BUT one has to get very close to see it. This beats spending \$ for new shirts, patches, and labor.

**ADMINISTRATION UPDATE**

Since the last news letter, the following has been released by National Headquarters:

- REG 39.2 - Civil Air Patrol Membership
- REG 52.10 - Cadet Protection Policy
- REG 60.1 C2 - Flight Management
- REG 60.3 - Memorandum of Understanding
- REG 100.VI - Communications
- REG 190.1 - Public Affairs
- Form 176 - Aircraft Major Maintenance reimbursement request.

**Calendar of Upcoming Events****February 2006**

4th	Commanders Call MANDATORY Annual Safety Officers Training Cadet Special Activities Review Board <a href="#">Safety Meeting and Comm. training</a> Mission Pilot/Aircrew Training @ Topeka SUI--Location TBA <a href="#">Aerospace and TBA Training</a> 2nd Qtr. Mini-SAREX @ Newton
7th	
10th-12th	
13th	
21st	
24th-26th	

**March 2006**

4th	Commanders Call
4th-5th	Advanced First Aid/CPR
7th	<a href="#">Safety Meeting and SUI Inspection</a>
10th-12th	National Check Pilot School Course @ Salina SUI--Location TBA
14th	SUI--Location TBA
18th-19th	HLS/Disaster Preparedness training-- Location TBA
21st	<a href="#">Aerospace and TBA Training</a>
24th-26th	KSWG Flight Clinic (ground phase)

**April 2006**

1st	Commanders Call
1st-2nd	Flight Clinic (Air Phase)
4th	<a href="#">Safety Meeting and Comm. training</a>
10th	SUI - Location TBA
16th	Easter Sunday
18th	<a href="#">Aerospace and TBA Training</a>
21st-23rd	KESA (Part 1) - Junction City
28th-30th	KESA (Part 2) - Junction City
28th-30th	NCR Drill Competition - Salina

**May 2006**

2nd	SUI - Location TBA
6th	Commanders Call
2nd	<a href="#">Safety Meeting and Comm. Training</a>
16th	<a href="#">Aerospace and TBA Training</a>
19th-21st	Mini-Sarex - Lawrence
29th	Memorial Day